

**CITY OF ROCKVILLE PLANNING DIVISION  
STAFF REPORT**

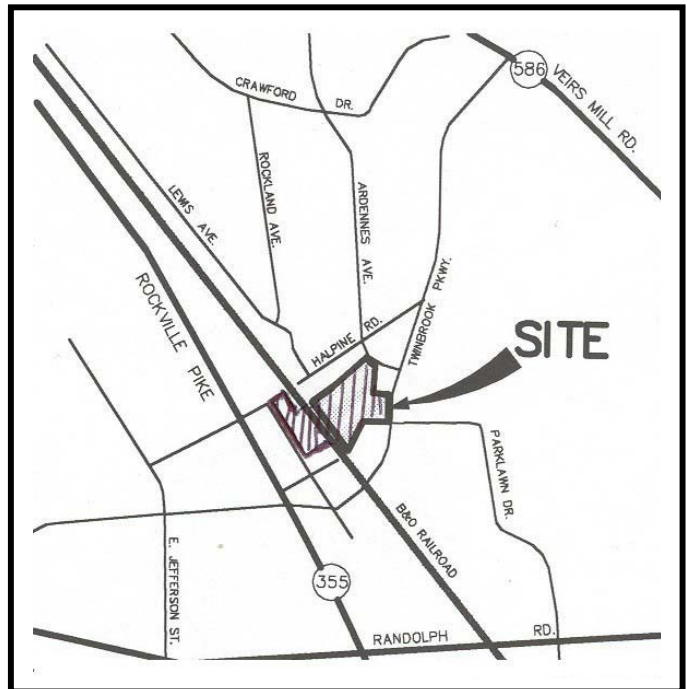
December 7, 2004

**SUBJECT:** Preliminary Development Plan  
Application PDP2004-00009 –  
26 acres of the WMATA  
Twinbrook Metro Site  
Twinbrook Commons

**Applicant:** Holland and Knight, LLP,  
Attorneys for:  
The JBG Companies  
Suite 800, 3 Bethesda Metro Ctr  
Bethesda, MD 20814-6301

**Owner:** Washington Metropolitan Area  
Transit Administration  
(WMATA)  
600 5<sup>th</sup> Street NW  
Washington, DC 20001

**Date Filed:** October 29, 2004



**Location:** The Twinbrook Metro station, bounded by Chapman Avenue to the west,  
Twinbrook Parkway to the east, Ardennes Avenue to the south

**REQUEST:**

The applicant requests approval of a Preliminary Development Plan to redevelop the 26-acre Twinbrook Metro station site with 1,700 dwelling units, 220,000 square feet of retail and 325,000 square feet of office.

**RELATED ACTIONS:**

- ANX2004-00136, to annex 16.95 acres of the project currently within Montgomery County jurisdiction. Status: pending.
- MAP2004-00090, to facilitate zoning change on the annexed portion of the site to RPC, to change the zoning on the 1.77-acre Suburban Propane piece to RPC, and re-affirm the RPC zoning of the portion of the project located on the east side of the tracks. Status: pending.
- TXT2004-00213, to amend Article XIV, creating new Section 21-710.28 to provide for a Preliminary Development Plan Optional Method of Development in the RPC zone. Status: pending

- Preliminary Plan 1-04054, approved by Montgomery County for the portion of the project within current County jurisdiction, May 6, 2004.
- Site Plan 8-05011, for Phase I development within Montgomery County. Scheduled for review December 9, 2004.

## **RELEVANT ISSUES**

In reviewing the application, the following issues emerged and have been addressed:

- Compatibility with the Citywide Master Plan recommendations.
- Compatibility with County's North Bethesda Sector Master Plan recommendations.
- The relationship to other adjoining uses around the site.
- Traffic impact, access, on-site circulation and parking needs.
- Maintenance of all WMATA parking facilities during construction.
- Phasing of the project.
- Impact on public schools and other public facilities.

## **ANALYSIS**

### **Background**

The project is located at the southernmost boundary of the City, with the Twinbrook Metro station serving as the focal point of the development. The 26-acre site currently has 16.95 acres within Montgomery County on the east side of the Metro and CSX tracks. The balance of the project is within the City of Rockville, on the west side of the tracks. The only piece of the project east of the tracks within the City of Rockville is a 1.77-acre property that is commonly referred to as the Suburban Propane site.

In order to facilitate the development, the applicant has proposed annexing the portions of the property referenced above that are in Montgomery County into the City of Rockville. This will be accomplished by the related cases referenced above. These include the Annexation petition, the Map Amendment to change and reaffirm zoning, and the Text amendment, which facilitates this PDP application by creating a new section within the Ordinance that allows for a PDP Optional Method approval process.

### **Property Description**

The subject property encompasses the 26 acres of WMATA-owned property that comprises the Twinbrook Metro site. The Twinbrook Metro station serves as the focal point of the development. The east side of the tracks, which is the portion of the property that is within Montgomery County (except for the Suburban Propane site), is comprised of a large paved parking facility for WMATA and a tree-lined drive that enters the site from Ardennes Avenue.

There are also two large stormwater management ponds located on the property nearest the vehicular ingress and egress from Ardennes Avenue, which then connects to Twinbrook Parkway. A pedestrian path to the Metro station currently exists at the end of Fisher's Lane. This path crosses Twinbrook Parkway and continues toward the buildings located at the end of Fisher's Lane on the west side of Twinbrook Parkway.

A series of small industrial buildings are situated on the periphery of the project adjacent to the Parklawn Drive and Twinbrook Parkway intersection. On the northern boundary of the project on the east side of the tracks are properties that are zoned I-1 and I-2, Light Industrial. There is also the Halpine Walk townhouse community that shares the northern border of the project, as well as a small single-family house and garage that serves as a non-conforming business use. All of these properties are adjacent to Halpine Road, which provides their ingress and egress.

On the other side of Halpine Road is the Twinbrook neighborhood, which is comprised of R-60 zoned single-family, detached housing. There is a strip of I-2 zoned property adjacent to Lewis Avenue and Halpine Road. The previously mentioned Suburban Propane site is the only portion of the Twinbrook Commons development that is adjacent to Halpine Road, at the terminus of Lewis Avenue.

On the west side of the tracks, which is currently within the City's jurisdiction, the subject property is surrounded by all RPC zoned property, including assorted two to six-story office buildings and the Doubletree Hotel. The southern boundary on the west side is a one-story industrial facility. The subject site itself is encompassed exclusively with surface parking for WMATA.

### **Interrelationship between the Preliminary Development Plan (PDP) and the Use Permits**

The PDP sets the overall levels of development at a concept plan level. The PDP is implemented by a subsequent Use Permit(s) that serves as the detailed site plan and the point at which compliance with the development standards (setbacks, height, parking requirements) and the design guidelines are evaluated.

The concept plan identifies the total amount of development (by type), building heights, number of parking spaces, and density envelopes. This is the plan that will be acted on by the Mayor and Council. Minor reallocations of densities may be allowed during the approval of Use Permits, as long as the overall density envelopes are not exceeded.

The second plan is an illustrative plan that shows proposed details that will be fully evaluated as part of the subsequent use permits. The illustrative plan is an exhibit in the PDP approval, but the actual layouts are not approved as part of the PDP. The illustrative plan with this proposal shows the intent of the development, establishes access points, and provides a sense of the scale and design of the proposed buildings.

### **Proposal**

The Preliminary Development Plan (PDP) has been filed under the guidelines established by a proposed text amendment TXT2004-00213 (attached), which provides an alternative method of

optional development within the RPC zones for large tracts of land located in close proximity to a metro station entrance. The following are germane and relevant items associated with the text amendment:

**Application**

1. Minimum of ten acres
2. Located within 1,200 feet of a Metro station entrance
3. RPC zone

**Process**

1. Approval of a Preliminary Development Plan (PDP) for the entire site by the Mayor and Council
2. Subsequent approval of Use Permits for individual phases by the Planning Commission

**Preliminary Development Plan Approval**

1. PDP indicating uses, densities, heights and general locations of uses and roads
2. Trip Reduction Agreement
3. Twelve-year Adequate Public Facilities validity period

**Development Standards**

1. Residential and commercial uses required, with a minimum of ten percent ground floor retail
2. Maximum commercial density of 1.0 FAR.
3. Maximum heights for residential structures—170 feet if 300 feet or more from single family detached residential property; otherwise 140 feet
4. Maximum height for commercial structures—170 feet if 300 feet or more from single family detached residential property; otherwise 110 feet.
5. Setbacks from off-site, single family detached residential units—one foot for every three feet of height.

**Uses**

**Total Development**

1. 1,700 multi-family dwelling units
2. 220,000 square feet of ground floor retail and restaurant uses
3. 325,000 square feet of office

**Location of Development**

1. West Side<sup>1</sup>
  - a. 450 multi-family dwelling units in a high-rise building and a mid-rise multi-family building
  - b. 80,000 square feet of ground floor retail and restaurant uses
  - c. 325,000 square feet of office use in a high-rise building

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<sup>1</sup> Alternative development on west side: 650,000 office in two high-rise buildings; 50,000 square feet of ground floor retail and 74-multi-family units in a mid-rise building lining the parking garage

2. East Side
  - a. 110 units in mid-rise building on Suburban Propane parcel
  - b. 1,146 units in high-rise (i.e., eight stories or above) and mid-rise (i.e., four to seven stories) buildings<sup>2</sup>
  - c. 140,000 square feet of ground floor retail and restaurant uses

Multi-family Unit Types—The overall unit type may include from 40% to 70% one-bedroom units; 20% to 50% two-bedroom units; and 5% to 20% remaining types, including studios and two-bedroom units with dens.

#### Heights

1. Sixteen stories (170 feet) for the residential building located on the west side.
2. Twelve (145 feet) for all structures on east side fronting the village green, except the structure located closest to the Halpine Walk townhouse complex, which may be eight (8) stories (85 feet)
3. Six stories (75 feet) for all remaining residential structures on east or west side<sup>3</sup>

PDPs are approved by the Mayor and Council. The subsequent use permit(s) are approved by the Planning Commission and be in conformance with the provisions of the approved PDP. A chart summarizing the development on a block level is attached (see Attachment 2).

It should be noted that the applicant has had numerous meetings with the community and City staff regarding this project. As a result of this continuous outreach effort, the following changes have been made to the Twinbrook Commons plan:

1. Applicant introduced Linear Park to buffer development and the adjacent townhouse neighbors
2. Added a fence and additional landscaping to the linear park.
3. Closed off Lewis Avenue connection to vehicular traffic.
4. Added green screen to parking garage along the townhouses to create a greener edge.
5. Closed off parking garage façade along townhouses to limit headlight pollution from garage.
6. Reduced 14-story building to 8 stories near townhouses.
7. Reduced four-14 story buildings to 12 stories around village green.
8. Modified design of Chapman Avenue to accommodate bike trail.
9. Introduced lofts and live/work units to residential unit mix.
10. Seeking Musical Theater Center company as part of public art requirement.

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<sup>2</sup> Up to 150 residential units may be replaced with up to 150,000 square feet of office.

<sup>3</sup> Alternative office on east side would be maximum of six stories (80 feet)

11. Introduced Music concert pavilion in the Village green.
12. Agreed to exceed Public Art Requirement.
13. Increased open space to 25% of site area. 10% open space required.
14. Adjusted Montgomery County MPDU requirement from 12.5% to 15% to meet Rockville requirements.
15. Agreed to target MPDU's toward seniors
16. Adjusted uses on the West side; changed office building to residential building to reduce peak-hour trips and increase metro ridership.
17. Providing a tot-lot on the Village Green

## **Parking**

One of the primary requirements of this development as mandated by WMATA is that all of the parking provided for Metro, approximately 1,150 spaces be maintained. In addition, all of the spaces must be made available at current levels throughout the development project phasing. This is being accomplished through the construction of a parking structure within Phase I of the development on the west side of the project, and a temporary surface parking lot on the east side during initial stages of construction.

Parking for the retail and office are provided per Section 25-710.27(9) a & b of the Ordinance, which states:

- a. Office, general or professional: Not less than 2.3 nor more than 2.7 parking spaces for each one thousand (1,000) square feet of gross floor area.
- b. Retail sales, trade or merchandising, except furniture stores and restaurants, when included as an integral part of a mixed use building or residential building: Not less than 2.3 nor more than 7.5 parking spaces for each one thousand (1,000) square feet of gross leasable area.

Parking requirements for all other uses shall be provided for in Section 25-395 of the Ordinance. Residential units shall provide parking as follows:

One bedroom (or less) units	1 space
Two-bedroom units	1¼ space
Three or more bedrooms	2 spaces

It should be noted that the applicant has stated that the final parking numbers will be established at the time of use permit, when all of the mix of unit types and commercial uses are known. At present, the applicant is proposing 3,419 parking spaces in addition to the 1,150 WMATA spaces. Parking shall at all times comply with the guidelines established within this report.

## **Moderately Priced Dwelling Units (MPDUs)**

The City of Rockville requires that 15% of the residential units be MPDUs. Based on this percentage, 255 units will be MPDUs. The applicant has offered that a percentage of these units will be made available as age restricted (age 55 and above) active senior housing. If the units are not all taken by seniors, then the remaining units would be offered to other qualified persons or households on the City's or County's waiting lists. It should be noted that Montgomery County

requirements for MPDUs are 12.5%. Therefore they are increasing the MPDUs on the County parcel by 28 units.

### Schools

Montgomery County Public Schools has indicated that there is sufficient school capacity to accommodate the proposed Twinbrook Commons development of 1,700 residential units. The generation rates used in the staff's calculations are the official rates provided by MCPS for high-rise multi-family residential and garden apartment (four story or less) development. The MCPS and M-NCPPC staffs are still working on updating the school generation rates as they apply to transit oriented developments such as this one. These generation rates are anticipated to be considerably lower than the existing rates. It should be noted that while the project is anticipated to generate a relatively low number of students, the applicant is still required to pay a school impact tax, which equals \$2.3 million.

It should be noted that MCPS has already determined that adequate school capacity exists for 1,114 residential units in conjunction with the Montgomery County approvals. The schools associated with the County approvals are Twinbrook Elementary, Julius West Middle School and Richard Montgomery High School. The additional 586 units associated with the application that were not part of the Montgomery County approval have been more recently evaluated by MCPS. The anticipated student generation rate for the previously approved portion of Twinbrook Commons is as follows:

		County Portion (1,114 dus)	City Portion (586 dus)	Total (1,700 dus)
Student Generation:				
Elementary –	Farmdale Elementary	0	30	30
	Twinbrook Elementary	75	10	85
Middle -	Tilden Middle School	0	11	11
	Julius West	26	4	30
High School-	Richard Montgomery	19	3	22
	Walter Johnson	0	8	8

### Capacity:

Twinbrook and Farmland - available capacity exists through 2010 (projections do not go beyond 2010)

Middle School-available capacity from 2007 through 2020

High School-available capacity from 2007 through 2020

For planning purposes, we assume that this project will not be fully occupied until the 2018 school year. The adopted MCPS CIP provides the following for that horizon school year:

With the proposed development, the elementary and middle schools will remain within program capacity. As indicated by the applicant in their discussions with Montgomery County Public Schools, the generation rates for this type of development may in fact be overstated, given the transit-oriented nature of the development.

### **Forestry**

The applicant proposes to preserve existing trees within a linear park that will abut the existing Cambridge Walk townhouses on Halpine Road. The applicant has also proposed meeting afforestation and tree replacement requirements on site.

### **Open Space and Recreation**

The application proposes to exceed the minimum 10% green space requirement of the RPC Zone by providing approximately 25% open space. The applicant will be providing a variety passive and active open space opportunities, including a large Village Green park, a linear park adjacent to the Cambridge Walk townhouses, roof-top courtyards, private parks and courtyards within various locations of the development. The applicant will also be providing significant open space areas in the form of hardscape treatments, transit plazas, wide sidewalks and gathering areas along the main streets of the development. The applicant will also provide on-site recreation amenities, a tot lot playground for ages 2-12 years, and walking paths. The applicant will finalize the details of the specific plans during the use permit phase. The applicant has also stated that they will provide fitness facilities within buildings. It should be noted that applicant has stated that they will consider a contribution towards recreation facilities in the surrounding neighborhood such as Twinbrook to supplement on-site facilities. Details of this have not been finalized.

### **Public Sewer**

The development is located in the Rock Creek sewershed and in the headwaters of the Rock Creek watershed. Both the City of Rockville and Washington Sanitary Suburban Commission (WSSC) will provide sewer service for Twinbrook Commons.

Generally, the west portion of the development will be served by Rockville and the east portion will be served by WSSC. The sewer servicing the site will connect to the existing Rock Creek Outfall Sewer near the Veirs Mill Road and Twinbrook Parkway intersection. The applicant will design and construct all on-site sewer systems to service the development. Blue Plains Wastewater Treatment Plant in the District of Columbia will provide wastewater treatment. Treatment allocation will be based on the development location; the development within the Washington Suburban Sanitary District (WSSD) will be allocated to WSSC and the remainder will be allocated to Rockville.

The Rock Creek sewer system was analyzed and portions of the on-site system do not have adequate capacity to serve the proposed Twinbrook Commons development based on the development mixes. As a result, three 10-inch sewer pipe segments located under Metro rail require upgrading to increase capacity to serve the Twinbrook Commons (west) development. The remaining sewer system (Twinbrook Outfall) analyzed has sufficient capacity to meet the development needs.



## **Public Water**

The City of Rockville will provide water service to the western portion of Twinbrook Commons. Rockville's existing water treatment plant, located on Sandy Landing Road in Potomac, is currently under renovation and is being expanded to meet the 1993 Master Plan level of development. The renovation and upgrade program work at the Plant was initiated, and Rockville is authorized by the Maryland Department of the Environment (MDE) to draw a maximum of 12.1-MGD from the Potomac River. The eastern portion of the Twinbrook Commons development is within WSSD and will be served by WSSC.

In 1994, Public Works approved a water distribution study completed by Pitometer Associates. The study contained two separate recommendations that required water main upgrades in the Twinbrook Metro vicinity to improve fire flows. The two recommended projects are the Chapman/Thompson Avenue and Lewis Avenue water main upgrades.

The Chapman/Thompson Avenue project was completed in the fall of 2002, which upgraded 1,700 feet of 8-inch main to a 12-inch main. The Lewis Avenue project, which consists of upgrading 5,000 feet of pipeline from 8-inch to 12-inch water main, has yet to be completed. Public Works is currently conducting field measurements and updating the 1994 computer model to evaluate the fire flows along Chapman Avenue and assess the need for the Lewis Avenue upgrade. The water system analysis is expected to be completed by March 2005. The Lewis Avenue water main upgrade project will be required if the field-testing reveals less than 3,500 gpm and the computer model confirms the need to upgrade the water main based on ISO's fire flow requirement. If it is determined that the upgrade is still needed, Twinbrook Commons will be responsible to contribute 29% of the project's cost, based on the amount of development being served by the upgrade.

The applicant for Twinbrook Commons will design and construct all on-site water distribution lines to service the development. Based on staff's review of the water system, Rockville has adequate facilities to provide service demand volume and street level water pressure as recommended by the American Water Works Association (AWWA). The Washington Suburban Sanitary Commission (WSSC) currently provides water service to the east side of the site to serve the existing development.

WSSC has adequate facilities to provide service demand volume and street level water pressure as recommended by the American Water Works Association (AWWA). However, high-rise buildings may require a fire pump or other means to provide adequate water pressure for fire protection for the upper floors. This will be determined as part of the building permit review process.

## **Stormwater Management (SWM)**

The Department of Public Works (DPW) has approved the SWM concept plan on December 9, 2004. The applicant shall utilize the most recent design and sizing requirements according to the City's SWM regulations and the Maryland Department of the Environment (MDE) guidelines as contained in the latest version of the Maryland Storm Water Design Manual. Three existing ponds located on both sides of the rail system currently provide SWM.

The total site is 26 acres with contributory drainage areas of 82 acres, and is within the Rock Creek watershed. The entire site drains into a twin pipe system located in Ardennes Road. This pipe system outfall into a tributary of Rock Creek east of the intersection of Alsace Lane and Halpine Road. Storage vaults located in various acres under parking garages will provide Stormwater management for quantity control. Stormwater management for quality control will be provided by underground structural filtering practices and underground recharge chambers located throughout the site in either open areas, beneath a parking garage, or underneath the private streets and drive aisles.

The developer is considering the implementation of green roofs on the commercial and retail buildings of the project. The green roofs would be treated as green areas for SWM computations and, therefore, reduce the SWM requirements. The developer is also coordinating with DPW staff to design and implement stream improvements and/or improvements to an existing SWM facility located in a downstream tributary of Rock Creek in lieu of on-site stormwater management facilities. Details of green roofs, off-site stream improvements and/or SWM facility will be incorporated into individual use permit approvals.

### **Floodplain**

The site does not contain a 100-year floodplain as determined by the Flood Insurance Rate Maps and FEMA. However, Rockville's Environmental Guidelines recommends regulating 100-year floodplain that result from a drainage area over 30 acres. Accordingly, Twinbrook Commons must comply with the Environmental Guidelines for 100-year floodplain management. A floodplain variance may be required prior to issuance of DPW permits that allow grading.

Staff recommends conveying the 100-year storm through an underground pipe system, as proposed by the applicant.

### **Sustainable Design**

The applicant is proposing to explore a range of sustainable design strategies for the project. These may include the following:

- Green Roofs
- Daylighting in design
- Utilize environmentally sensitive materials
- Natural systems approaches to stormwater management
- Energy efficiency and LEED Green Building Rating System
- LEED certification for neighborhood development.

The final details of these options will be reviewed during the use permit review process.

### **Public Art**

The applicant will be required to provide publicly-accessible art in accordance with the provisions of Chapter 4 of the City Code. The applicant has issued a proposal to the Musical

Theatre Center to build out a space for the organization, and then supplement the rent rates for the organization for a period of time to be determined.

The location and character of any additional art will be determined during the use permit review process. The applicant has indicated that they will well exceed the requirement under the Ordinance. Under the requirement for art as outlined within the Ordinance, the following calculations were made:

Art in Private Development Requirement for Total Project = **\$471,675**

**Residential - Multi-Family Dwelling Units**

Total units 1706 - 225 MPDUs = 1,481 units

First 100 units x \$450 =	\$45,000
Second 100 units x \$337 =	\$33,700
Remaining 1,281 units x \$225 =	<u>\$288,225</u>

Total Residential..... **\$366,925**

**Commercial/Retail/Restaurant Uses**

545,000 square feet	
First 100,000 sq. ft. x \$.30 per sq. ft. =	\$30,000
Second 100,000 sq. ft. x \$.23 per sq. ft. =	\$23,000
Remaining 345,000 sq. ft. x \$.15 per sq. ft. =	<u>\$51,750</u>

Total Commercial Uses..... **\$104,750**

**TRANSPORTATION**

This development is proposed adjacent to the MD 355 corridor. The proposed development is consistent with principles of smart growth, including a mix of complementary land uses and strong pedestrian and bike connections adjacent to multiple transit options. This transit-oriented, pedestrian-friendly, mixed-use project relies on transit use and internal trip capture, to absorb some of the traffic congestion.

As a result of the proposed project, traffic generated by the Twinbrook Commons development has a traffic impact as defined by the Comprehensive Transportation Methodology at twelve of the fifteen intersections analyzed in either the AM or PM peak period (all but MD 586/Ardennes, Twinbrook/Ardennes and Edmonston/Lewis).

The Applicant has demonstrated that implementing certain roadway, bike and pedestrian improvements can mitigate the impacts at these 12 intersections according to the requirements outlined in the CTR. Due to the expedited time schedule, staff is currently reviewing the proposed improvements for feasibility.

The Applicant is required to pay approximately \$3,113,750 in County Transportation Impact Taxes. The Applicant will construct staff-recommended roadway and multi-modal improvements to mitigate their roadway impact that will be credited against the County Impact Tax. The phasing of the improvements will be developed and presented with the final list of improvements prior to final PDP approval.

Although it is unlikely that the County Impact Taxes will provide sufficient funding to construct all of the improvements necessary to mitigate all the impacts of this project, Staff recognizes that the portion of the project still under County jurisdiction, pending annexation into the City of Rockville, has already been approved for development by the County, which will result in the same impact on the roadway network adjacent to the site. By facilitating development of the project in the City, the City has the unique opportunity to work with the Applicant to ensure that the physical roadway and multi-modal improvements are constructed to mitigate local impacts, as opposed to the funds going toward general County-wide improvements.

Transportation staff has been reviewing the application and the associated traffic study, and their analysis is attached for review. Conditions of approval regarding transportation have been incorporated into this report.

### **Road Sections**

The applicant has proposed road sections for the various public and private streets associated with the development, and staff is reviewing them. At this stage of the evaluation process, we are continuing to work with the applicant to refine some of the dimensions and easement locations associated with the sections.

### **PUBLIC NOTICE AND INPUT**

The applicant conducted significant public outreach and received substantial public input regarding the design of this project, incorporating those comments into the final plan submittal. A list of the various aspects of the plan that were changed to reflect the public outreach was listed earlier in this report. A list of the various meetings conducted during the review of this project is attached (see Attachment 7).

Postcard notice of the proposed PDP application and Planning Commission meeting date were sent to approximately 1,340 residences and businesses. In addition, post cards were sent to all civic associations in the neighborhoods surrounding the project.

### **STAFF RECOMMENDATION**

Approval is recommended, subject to the following conditions:

1. Use Permits submitted to implement the PDP must be consistent with the approved PDP plan. Minor reallocations of floor area or uses may be allowed at the Use Permit stage, within the overall development envelope approved in the PDP.

2. Streets and sidewalks that function like a public street must be designed, constructed and permitted according to the Department of Public Works (DPW) standards. Design waivers may be required to accommodate possible reduced building setback. These streets and sidewalks must be covered by an easement agreement that requires public access to be maintained at all times. The agreement must also stipulate that the street be maintained according to DPW standards. Water, sewer and storm drain shall be allowed under the street pavement. Other utilities to be located outside the street section in a PUE.
3. Abandonments (existing easements and right-of-way) shall be coordinated with the City and WMATA.
4. Applicant shall mill and overlay Ardennes Avenue from Twinbrook Parkway to the western limit of their site
5. Payment of the County's Development Impact Tax, as applicable prior to the issuance of building permits.
6. The Applicant must construct a transit center (minimum 2,000 s.f.) for use by Twinbrook Commons, City and Regional staff to implement transportation demand management programs and provide transit services and information. The center must have both public and private areas. City staff will work with the Applicant on the design and location of the facility. The facility shall be leased to the City for 99 years for \$1.00/year.
7. The Applicant and the City must enter into a Trip Reduction Agreement prior to the issuance of first building permits. All fees and costs associated with the Trip Reduction Agreement shall be the sole responsibility of the Applicant, and may not be credited in whole or in part against the County Impact Tax.
8. Applicant shall construct roadway and multi-modal improvements as directed by DPW Staff. These improvements will be linked to the dollar equivalent of the County Impact Tax. The phasing of the improvements will be developed and presented with the final list of improvements prior to final PDP approval.
9. Safe and adequate access for all modes of transportation must be provided throughout all phases of development.
10. The following dimensions must be maintained for roadway cross-sections in coordination with DPW, unless explicitly approved as part of a road section:
  - Seven-foot parking lanes
  - 11-foot travel lanes
  - 14-foot travel lanes for one-way streets
  - Five-foot bike lanes
  - Minimum eight-foot unobstructed pedestrian ways

11. Plans and computations for sediment control, SWM and road/pedestrian access (privately maintained), Rockville water and sewer must be reviewed and approved by Rockville DPW.
12. Applicant must submit a detailed phasing plan for review and approval by City staff prior to implementing the first Use Permit. Phasing Plan must include:
  - Vehicular and pedestrian traffic across plus maintenance.
  - Provide SWM and forestry supporting the level of development at each phase.
  - Provide sufficient parking capacity to support each phase of development.
  - Interim site layout must be received with the detailed Phasing Plan.
13. Water and sewer mains in the WSSD shall be owned and maintained by WSSC. Easements must be created for all water and sewer mains.
14. A comprehensive district/entity for private infrastructure maintenance must be created.
15. All storm drains are to be privately maintained.
16. Applicant shall comply with all conditions detailed in the SWM concept approval letter dated December 9, 2004.
17. Applicant must address the issue of sewage transmission capacity constraints at the time of Use Permit review. No building permits will be issued until the WSSC certifies that adequate transmission capacity is available.
18. Building designs should incorporate green building and LEED energy efficiency standards.
19. A Forest Conservation Plan (FCP) is required to be submitted for this site for approval by the City Forester. It is anticipated that all of the tree preservation and planting requirements of the FCP can be met on site.
20. All utilities to be underground or within buildings, as directed by the Department of Public Works.
21. Provide public art in accordance with the provisions of Chapter 4 of the Code.
22. Applicant will contribute 29% towards the design and implementation of Lewis Avenue water improvements, as delineated in the 1994 Pitometer Report for the City water distribution study. This work consists of upgrading the 8" water main to 12" in Lewis Avenue from Halpine Road to Edmonston Drive. The City is currently completing a new study of the water distribution network in this area. This requirement may be waived as modified based upon the updated study. Details of the contribution shall be finalized during the use permit process. It is anticipated that the total cost for the project will not exceed \$1 million.

**CONCLUSION:**

Staff believes that this application complies with all of the goals established by the City Master Plan and the County Master Plan recommendations. Staff notes that the applicant has conducted significant public outreach, which has resulted in significant changes to the plan that reflect the input of the communities most affected by the development. Staff believes that this plan is a transit friendly development that will be an appropriate addition to the existing residences and businesses in the Twinbrook area.

Staff recommends approval of PDP2004-00009, with the conditions noted above.

sep/

**Attachments:**

1. PDP Land Use Concept Plan
2. Development Plan per Block
3. Aerial Photograph
4. Proposed Text Amendment Language
5. Traffic and Transportation Division Memo
6. Proposed Street Sections
7. List of Applicant's Meetings for Outreach Efforts